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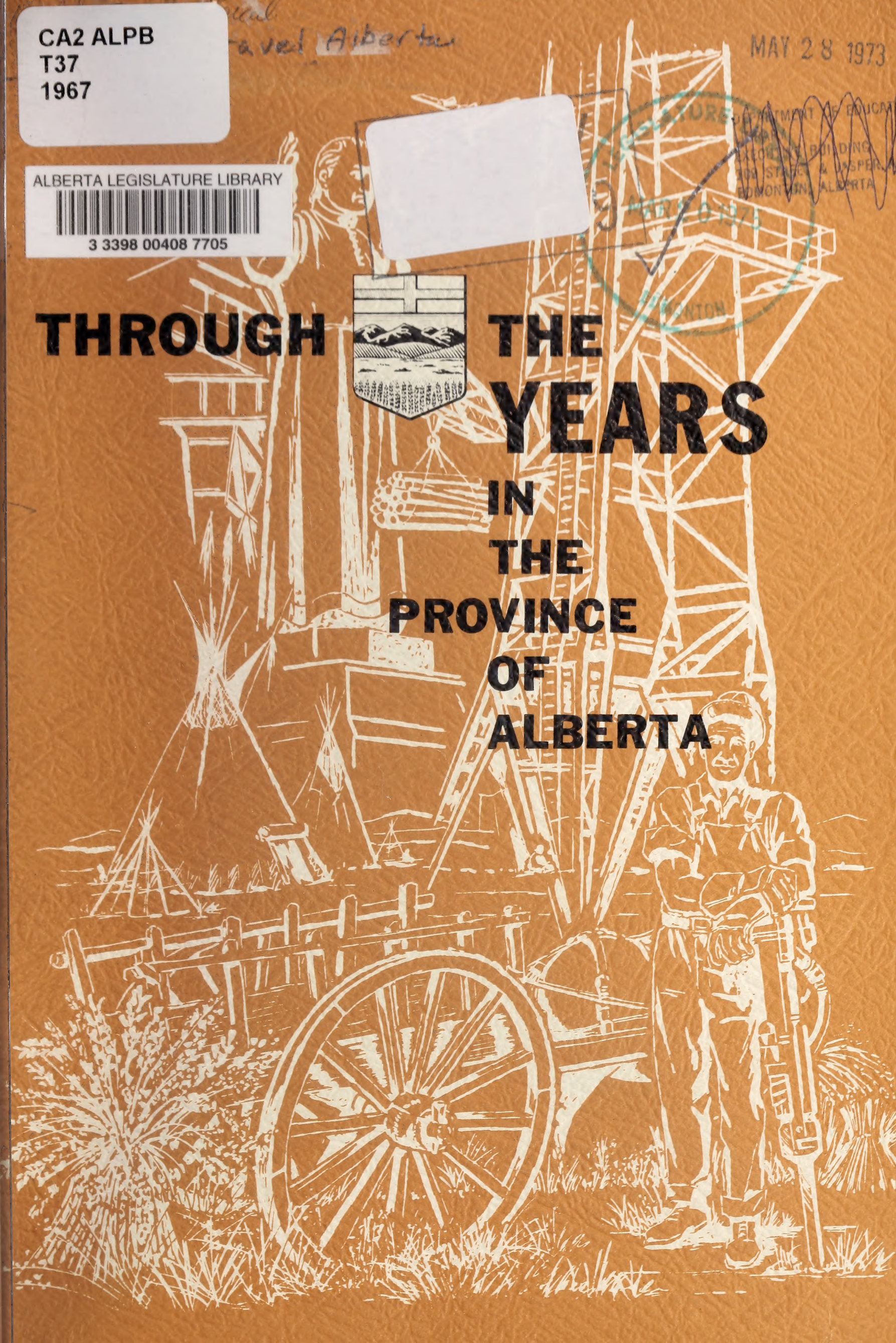
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THROUGH



**THE
YEARS
IN
THE
PROVINCE
OF
ALBERTA**





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ALBERTA THROUGH THE YEARS

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HON. A. R. PATRICK,
Minister

J. E. OBERHOLTZER,
Deputy Minister



Old buildings of Fort Edmonton and Legislative Building under construction, about 1910.

“I see the determination of a new province. I see everywhere the calm resolution, courage and enthusiasm to face all difficulties, to settle all the problems which belong to a new province.”

These thoughts expressed by Sir Wilfrid Laurier, Prime Minister of Canada, at ceremonies inaugurating Alberta as a province in 1905, are indicative of the spirit of Albertans. Through the years the people of the province have shown determination, resolution, courage and enthusiasm in working together to mold their province into the industrial and agricultural power it is today.

Alberta's inauguration in 1905 followed a tremendous influx of settlers in the previous decade, making local autonomy feasible. Previously, western Canada had been part of the North West Territories, originally controlled under the 1670 charter of the Hudson's Bay Company.

The area including Saskatchewan and Alberta, which was then known as Rupert's Land, in 1869 was sold to the Canadian government by the Hudson's Bay Company, for \$1,350,000, and became known as the North West Territories. The original four districts of this portion of the North West Territories, Assiniboia, Saskatchewan, Alberta and Athabasca, were combined into two to form the present provinces of Alberta and Saskatchewan.

In 1882 the Provisional District of Alberta was created by Order-in-Council of the North West Territories. The Marquis of Lorne was Governor-General of Canada from 1878 to 1883, and his wife, the daughter of Queen Victoria, was Princess Louise Caroline Alberta. The Provisional District of Alberta, and Lake Louise in the Rockies, were named in her honour. Thus the present province of Alberta is sometimes referred to as “The Princess Province.”

Alberta is bounded on the north by

the North West Territories, the south by the International Boundary, on the east by Saskatchewan and on the west by British Columbia. It totals 255,285 square miles, of which 6,976 square miles are water.

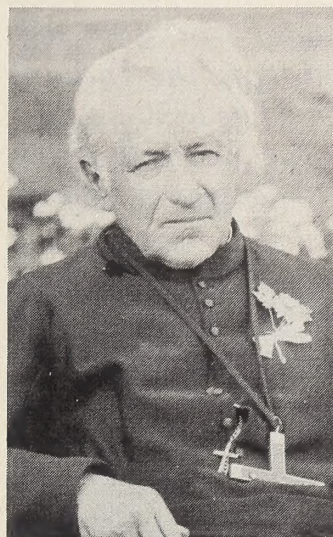
This, the most westerly of the three prairie provinces, also has the widest variety of scenery, geography and climate. From the south and east, the vast treeless sea of the great plains breaks against the foothills of the Rocky Mountains and is lost in the wooded northern half of the province, only to reappear on a reduced scale in the Peace River country around Grande Prairie. Myriad lakes are scattered across the province, ranging from the serenely beautiful Lake Louise, sheltered in a high mountain valley, to the vast reaches of the mighty Lake Athabasca in the far northeast.

The flora and fauna range from Alpine types found in the mountain regions to the specialized types peculiar to the arid "badlands" or the dry open prairies.

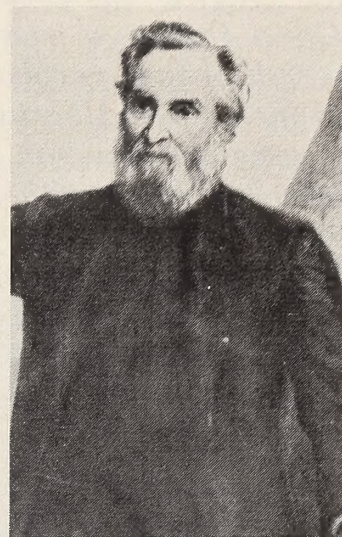
The high, rugged backbone of the Great Divide separates Alberta from the West Coast geographically, climatically and economically. The location of the mountain passes in the southern part of the province helped speed the penetration and development of the area in the early days. The south received the first railroad, which was followed by the first great wave of homesteading settlers. This pattern changed with the coming of roads and modern communications, but it was one of the main factors in shaping the development of the province.



Two outstanding missionaries appear in this 1886 photo with Cree and Stony chiefs. Seated are Rev. John McDougall, famous Methodist missionary; Pakan, head chief of the Cree nation, and Jonas Big Stony. Standing are Samson, Cree chief and Rev. Robert Steinhauer, full-blooded Indian who served among the Crees.



Father Lacombe



Rev. Robert Rundle

Below: Blood Indians camp near the Belly Buttes in southern Alberta. The Bloods are of the great Blackfeet Nation which ruled the Alberta prairies until Treaty Seven in 1877.





Early cattlemen brought thousands of head of cattle overland from the United States to establish flourishing ranches on the southern Alberta prairies. Here is a group of ranchers with their cattle near Calgary in the middle 1880's.

Colin Fraser, a free trader, sorts \$35,000 worth of furs purchased from the Indians of northern Alberta in the 1890's. Mr. Fraser was the son of the Scottish piper who travelled with Sir George Simpson, H.B.C. governor.



Alberta's written history is comparatively short, but fossilized remains first discovered in the Badlands show that the great dinosaurs once roamed here. More recently, tribes of Indian hunters led a fairly settled existence, dependent on the buffalo. These they hunted by surrounding the animal on foot or cunningly driving it into traps or over high cliffs.

Reminders of these fascinating days of pre-history have been carefully preserved and may be viewed at a number of points.

Dinosaur Provincial Park, extending over 22,000 acres along the Red Deer River valley in eastern Alberta, contains skeletons of dinosaurs and fossil remains of tropical plants, imbedded in stone. Fine specimens may be seen at many vantage points.

Cairns mark the locations of ancient Indian workings. Twelve miles northwest of Fort Macleod, archeologists found arrow-heads, scrapers and crude pottery at least 3,000 years old, and nearer the surface of the ground relics of more recent craftsmanship.

Ancient pictographs on sandstone cliffs are seen in the 796-acre Writing-on-Stone Provincial Park in the Milk



The "Northwest" was one of the best-known of the riverboats which once plied the rivers of Alberta, carrying supplies and passengers to the tiny settlements along the banks. This picture was taken in 1896, the year before she ended her service. She was torn adrift by floodwaters in 1899 and smashed against a pier of the Low Level Bridge, then being built in Edmonton.

River valley, 75 miles southeast of Lethbridge. The first white man to record these ancient portrayals of hunts or battles was James Doty, a U.S. Indian agent from Montana, in 1855.

On a farm near Viking are preserved two large rocks, known as the Ribstones, carved in the pre-white era with lines resembling the ribs of buffalo.

The horse arrived on the northern plains sometime in the early 1700's, brought from the south by Indians whose forefathers had captured animals from the Spanish in the southern part of the continent. Almost overnight the Plains Indian became a far-ranging hunter, fol-

lowing the wandering herds of buffalo and making war on distant tribes.

The tribes of the Blackfoot nation were probably the first in Alberta to obtain horses, and they quickly became the most powerful in the northern plains, ranging far south into Montana, Wyoming and the Dakotas. From the advent of the horse until the 1880's when the last of the great buffalo herds were destroyed, hunting was the main form of livelihood in Alberta, and trading of furs and hides the main occupation of the area's few white residents.

The coming of the white man to what is now Alberta was brought about

A winter supply of furs was loaded on these ox-carts in the 1890's to be hauled to the Hudson's Bay post in Edmonton. In many sections of Alberta muskeg trails would carry only light carts, but in the southern prairies huge ox-trains and mule teams were used to haul goods.





A three-horse team pulls an old binder on a farm near Calgary in 1885. Even at that early date the importance of farming was beginning to overshadow the large-scale ranches.

by the ever-expanding growth of the fur trade. As a result, the first ventures were in the central and northern areas, where forested lands provided suitable environment for fur-bearing animals, and broad rivers provided routes of transportation.

The first white man to visit what is now Alberta was Anthony Henday, a Hudson's Bay Company employee who travelled west in 1754 from York Factory with the intent of persuading the Indians to journey east to trade their furs at the company's posts.

Henday was a man "bold and enterprising," in the words of a company official of his day, well deserving of a place of honour in Alberta's history. A half-century before the famed Lewis and

Clark expedition explored the western trails of the United States, Henday so won the respect of the Indians that he was able to travel a thousand miles west in their company, to within sight of the Rocky Mountains, and a thousand miles back, all in a year less six days.

He stopped with them in a giant Blackfoot encampment, numbering by his count 322 tents, at a site near the present-day Innisfail. There he smoked a pipe of peace in the tent of the great chief and, through an interpreter, told the purpose of his mission. But, the chief replied, his men would not be interested — the distance to the trading posts was too great, and they could not live without buffalo.

It was a frustrating time for the



Methods of harvesting vast grain crops have changed greatly over the years. Here an old steam engine is used by the hired gang to operate the threshing machine. Groups of men travelled together with the machines as a complete threshing crew, going from farm to farm during the entire harvest season. This is the Shackleton Brothers' outfit in 1898.

An old-time prospector searches for gold in the gravel beds of the North Saskatchewan River in 1890. The contraption used to wash the gold dust from the sand and gravel was called a "grizzly".



white trader. He urged the tribesmen to go into the woods and hunt and trap, to build up his stock of furs, but they preferred to stay in camp, taking their ease and enjoying their primitive entertainment of "drumming and conjuring".

On his return journey, Henday reached the North Saskatchewan at the mouth of the Sturgeon River, near present-day Fort Saskatchewan, on March 3, 1755. Here he camped while canoes were made and more fur-laden Indians arrived. When the ice left the river, a brigade of 70 canoes started downstream — but Henday's woes were not over. At the French forts of La Corne and Paskoya, gifts of brandy from residents there persuaded the Indians to trade most of their prime furs, and they were lost to Henday's company.

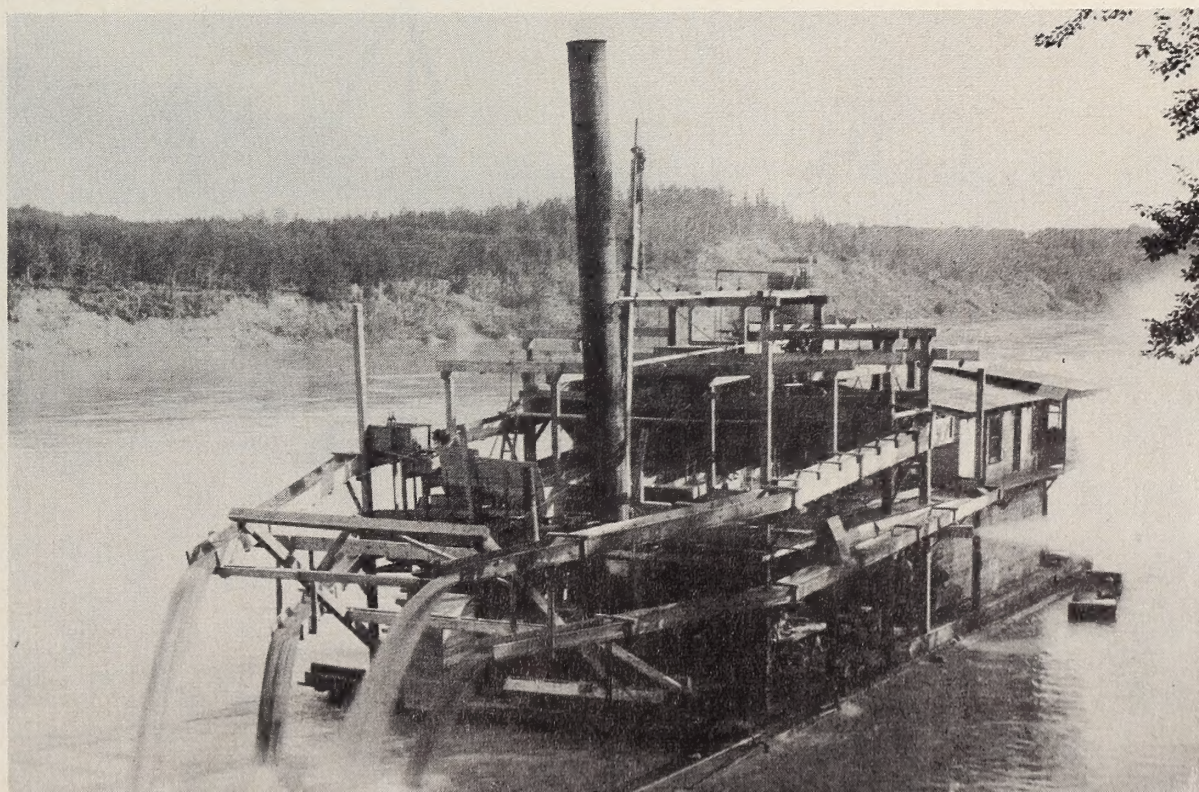
However, of his brave journey one historian has written "there is no feat in all the story of northwestern travel

that surpasses this." His trip led to further development of the west, for it gave his company a new outlook. It determined to send its servants far into the interior, in the hope they would be able to get more Indians and their furs past the French posts which sat beside the main river routes.

Thus it was that in 1766-67 James Dearing of the H.B.C., with Attikashish, Henday's guide of 1754, wintered in the Red Deer River area, within sight of the Rockies. He was one of six servants of the company who spent that winter and the next with the Indians at their wintering grounds in what is now Alberta and western Saskatchewan. It was they who advised Governor Jacobs of the wisdom of sending company servants "in a body" inland, to build trading houses.

However, in this period the principal fur traders in the area were free agents known as the Pedlars, who did not recog-

Enough gold was found in the North Saskatchewan River bed to encourage large-scale operations. This powerful dredge was one of several built and operating in the Edmonton area in 1898. But that year saw most of the gold-hunters heading for greater riches in the Klondike, and the dredges were soon abandoned. This one was swept away and wrecked when the river rose 41 feet in the flood of August, 1899.





Gold-seekers by the thousands, Klondike-bound, travelled through Alberta in 1897 and 1898. Many arrived by train, outfitted at Edmonton, and headed into the northern wilderness, overland or by the river routes. Few made it to the goldfields. Packhorses, dog teams, horse-drawn "jumpers" (home-made sleighs) were all used by groups setting out in the winter.

nize the Hudson's Bay Company claim to all rights in the vast inland area known as Rupert's Land, the half-continent in which all streams flowed eastward to the Bay. The Pedlars moved freely among the tribes of the interior, trading with the Indians on their own ground. When, in 1784, some of the Pedlars formed themselves into the North West Company, they provided such organized competition the H.B.C. finally adopted the same strategy, and began opening posts along the great rivers, usually a short step behind the North Westers.

For many years the two companies were locked in bitter competition, some-

times to the point of open warfare. The struggle ended in 1821 with their amalgamation under the name of the Hudson's Bay Company.

It was 1778 when the westward press of the fur trade brought establishment of the first trading post in Alberta. It was built by a free trader, Peter Pond, on the Athabasca River, about 40 miles from its mouth.

Pond's Athabasca house was taken over by the North West company the next year, and abandoned after 1789, when the company's Roderick Mackenzie built the first fort on Lake Athabasca, eight miles from the mouth of the river. It in turn was abandoned ten years later



Athabasca Landing was a hive of boat-building activity at the time of the Klondike gold rush, as men took to the river for the long trip to the Yukon.

when the North West Company built a new fort on a rocky point on the north shore of the lake — the present site of Fort Chipewyan.

One of Canada's most famous explorers and geographers, David Thompson, left his mark on Alberta in this period. His surveys from 1789 to 1812 led to the first accurate maps of the West. It was from Rocky Mountain House, established in 1799 by the North West Company as the most westerly and southerly fort in the Blackfoot country, that David Thompson set out in 1802 on the first of many trips into the mountains. In 1807 he discovered a route to the headwaters of the Columbia River, waterway to the Pacific Coast.

In the winter of 1810-11, Thompson and ten companions, prevented from following his usual route by the hostility of the Peigan Indians, discovered the Athabasca Pass through the Rockies to the Big Bend of the Columbia. This became the main route through the mountains, and continued so until the railway era late in the century.

Thompson's name lives in the west in the Thompson River in B.C., the town of Thompson, Manitoba, and in the David Thompson Highway in Alberta, being constructed west of Rocky Mountain House to connect with the Banff-Jasper Highway.

A contemporary of Thompson, Peter Fidler, has been called "Canada's Forgotten Surveyor," although he explored broad areas of Alberta. In 1792-93 he was the first to venture into the southern plains, travelling from the North Saskatchewan to the High River area, and becoming the first white man to encounter the Flathead and Nez Perce Indians.

Red River carts such as this were the first wheeled vehicles to roll west into Alberta, on the overland trail from Fort Garry to Fort Edmonton.



River travel on northern Alberta rivers was a gruelling task in the days of York Boats and flat-bottom scows. Through narrows and rocky gorges the crews had to "track" their heavy craft upstream at the end of long tow lines, and where the banks rose too steeply to leave a trail, they had to wade in icy water, often chest-deep.

He was the first to observe the balmy Chinook winds, and the first to record the existence of coal in Alberta. Later he established Chesterfield House northeast of Medicine Hat, posts at Lac La Biche and Fort Chipewyan and elsewhere, and surveyed parts of the North and South Saskatchewan, Athabasca, Clearwater and Slave Rivers.





The Edmonton stage leaves Calgary in 1890, on its scheduled four-day trip. The days of the stagecoach were numbered, for the railway from Calgary reached Strathcona (South Edmonton) the next year.

Another explorer famous in Canadian history, Sir Alexander Mackenzie travelled through much of northern Alberta in the late 18th Century. In his search for the Western Sea he had discovered and travelled the great river he termed River Disappointment, because it led to the Arctic instead of the Pacific. It later was named the Mackenzie in his honour.

In 1792-93 he wintered at Fort Fork, between the Peace and Smoky Rivers eight miles southwest of the present town of Peace River. From there, in May, 1793, he and nine companions set out on what was to be a successful journey, the first overland trip to the Pacific Ocean, which they reached July 21, 1793. They returned by the same route, arriving at Fort Fork on September 24.

On his route west in 1793, Mackenzie visited the site of what became a few years later Fort Dunvegan, which for 50 years was the centre of fur trading on the Peace River.

Many of the trading posts set up in the years around 1800 had brief lives and vanished. Others remained in use and eventually settlements grew up around them, to become towns or communities, such as Fort Chipewyan, Fort Assiniboine, Fort McMurray, Rocky Mountain House and Dunvegan.

Most famous of the settlements grew into Edmonton, Alberta's largest city. The first two in a series of forts in the area, Fort Augustus of the North West Co. and Fort Edmonton of the H.B.C., were built in 1795 near the Sturgeon

Around Fort Calgary, built in 1875 on the point of land where the Bow and Elbow Rivers joined, grew the great modern city of today.





A North West Mounted Police encampment in the river valley near Lethbridge, in the early 1880's, during the period when the Mounted Police wore white helmets. The picture was taken by an ex-Mounted Policeman, David Lambert, who operated a trading post at Brockett.

River in the vicinity of the present Fort Saskatchewan. Others were built and abandoned up and downstream. In 1813 the fourth pair of forts were built about the present 105th Street power-house area.

In 1821 the rival companies amalgamated. Floods of 1825 and 1830 brought the abandonment of the site in the flats, and work on the final Fort Edmonton was started, on higher ground. It was completed in 1832 on the high river bank below the existing Legislative Building. This fort remained in use well into the period of heavy settlement, and was finally razed in 1915.

For nearly a half-century after the amalgamation with the North Westers, the Hudson's Bay Company ruled the West. When, in 1869, the company sold Rupert's Land to the Canadian government, the Canadian West became open territory. Traders from the United States moved into southern Alberta,

setting up a series of illegal trading posts which became known as "Whiskey Forts." Among the better-known were Whoop-up, Kipp, Slideout, Standoff, Spitzee Post and Kanouse's Post.

The U.S. Traders' move, as far north as Calgary, brought the first white outposts into Southern Alberta. Many of their trading activities were quite routine, but their sale of whiskey and repeating rifles caused trouble among the Indians. Moreover, the traders failed to recognize Canadian authority and pay customs duties.

There were two Fort Hamiltons built by John T. Healy and Alfred B. Hamilton from Montana, at the confluence of the St. Mary and Oldman Rivers. The first burned less than a year after it was built in 1869, but the second became the centre of trading activities in southern Alberta. Its original name was soon forgotten as it became known as Fort Whoop-up.

Settlement came to Alberta after the arrival of the railway in 1883. Wood-burning C.P.R. locomotives No. 132 and No. 313 were pictured in 1886.



THE NORTH WEST TERRITORY AND THE PROVINCE OF ALBERTA





REFERENCE

ROUTES AND LOCATIONS SHOWN ON THE MAP ARE IN APPROXIMATE POSITIONS

Trade Routes and Trails

Railways

Mountain Passes

Major Waterways

Some Early Missions

N.W.M.P. Tracks

North West Mounted Police Posts

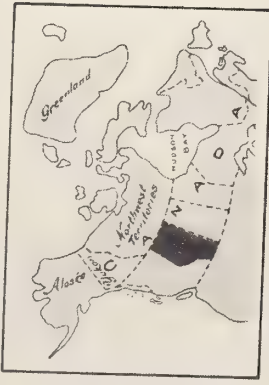
Military Forts

Fur Trading and Civilian Forts

First Oil Wells in the Province

In the year 1882 the Government of Canada divided the North West into four Districts.

For Princess Louise Carolina Alberta, daughter of Queen Victoria and wife of the Marquis of Lorne, Governor-General of Canada in 1878-83, the District of Alberta was named, and from thence the Province in 1905.





Home, sweet home, in 1898. The first dwellings on hundreds of central Alberta homesteads were crude log cabins, roofed with sod. An ox-team and sturdy wagon, a herd of cows and a new butter churn are visible in this picture.

Hamilton and Healy also were responsible for the first fort where Calgary now stands. H. A. Fred Kanouse built the 20 by 40-foot log structure as an outpost of Fort Whoop-up on the Elbow River, three or four miles upstream from where it joins the Bow, in 1871.

The Whiskey Forts had a brief and turbulent life, and their main influence on the development of southern Alberta was that they led directly to the formation of the North West Mounted Police.

In the summer of 1874 a force of the new scarlet-coated mounted police set out from Manitoba, to suppress the illegal trading and to bring law and order to the western plains. Both objectives were peacefully attained. The traders either returned to Montana or remained to become law-abiding citizens, while the Indians happily greeted their redcoated protectors.

Treaties providing for the future live-

lihood of the Indians were signed, the first with the Crees and Wood Stoney in 1876. Treaty Seven was signed the next year with the Blood, Peigan, North Blackfoot, Sarcee and Stoney Indians. Tribes in northern Alberta accepted Treaty Eight in 1899.

The trek of the first Mounted Police across the prairies in 1874, followed within the decade by gangs of workers laying track for the first railway, brought the rush of settlement and civilization to Alberta.

The Mounties ended their 1,000-mile journey in October, 1874, and built Fort Macleod, named for their commanding officer, on an island in the Oldman River. The next year Fort Calgary was built at the junction of the Bow and Elbow Rivers. Around it was destined to grow the largest city in Alberta to develop from a police post.



Coal mining became an early industrial venture at many points of Alberta. This winter scene shows teams and wagon sleds hauling coal on the river ice from the Lindsay and Daly mine at Clover Bar.



Alberta's first coal mine was opened near present-day Lethbridge in 1872. This picture shows machinery in use at the Lethbridge mine in the 1880's, a stationary steam engine powering mine-car cables in the foreground, and a coal-hauling locomotive at right. Indian teepees are at the rear.

The same year the N.W.M.P. established their northern post, not at Edmonton, but at Fort Saskatchewan, 20 miles east. The reason, they told the complaining citizens of Edmonton, was that a railway survey for a line to go west through the Yellowhead Pass crossed the river at that point, and the site was considered better for transportation purposes. The railway was not built at that time, but the police headquarters remained at Fort Saskatchewan until well into the 20th Century.

Near the middle of the 19th Century the first missionaries moved into the Alberta area. The first was Rev. Robert Rundle, sent by the Methodist Church in 1840. He worked from Fort Edmonton, but travelled far on wilderness trails to meet with Indians and traders at such distant points as Lesser Slave Lake, Bow River, and Rocky Mountain House. He started a mission at Pigeon Lake before ill health forced him to return to England in 1848. His name is preserved in Mount Rundle at Banff, and in the re-established Rundle Mission at Pigeon Lake.

Two years after Rundle, Father J. B. Thibault, O.M.I., arrived and in 1843 established the first Roman Catholic mission in Alberta, at Lac Ste. Anne.

There, nine years later, arrived a 25-year-old priest who was to write his name unforgettably on the pages of Alberta history. He was Father Albert Lacombe, the "Black-Robed Voyageur" who travelled the trails of Alberta and

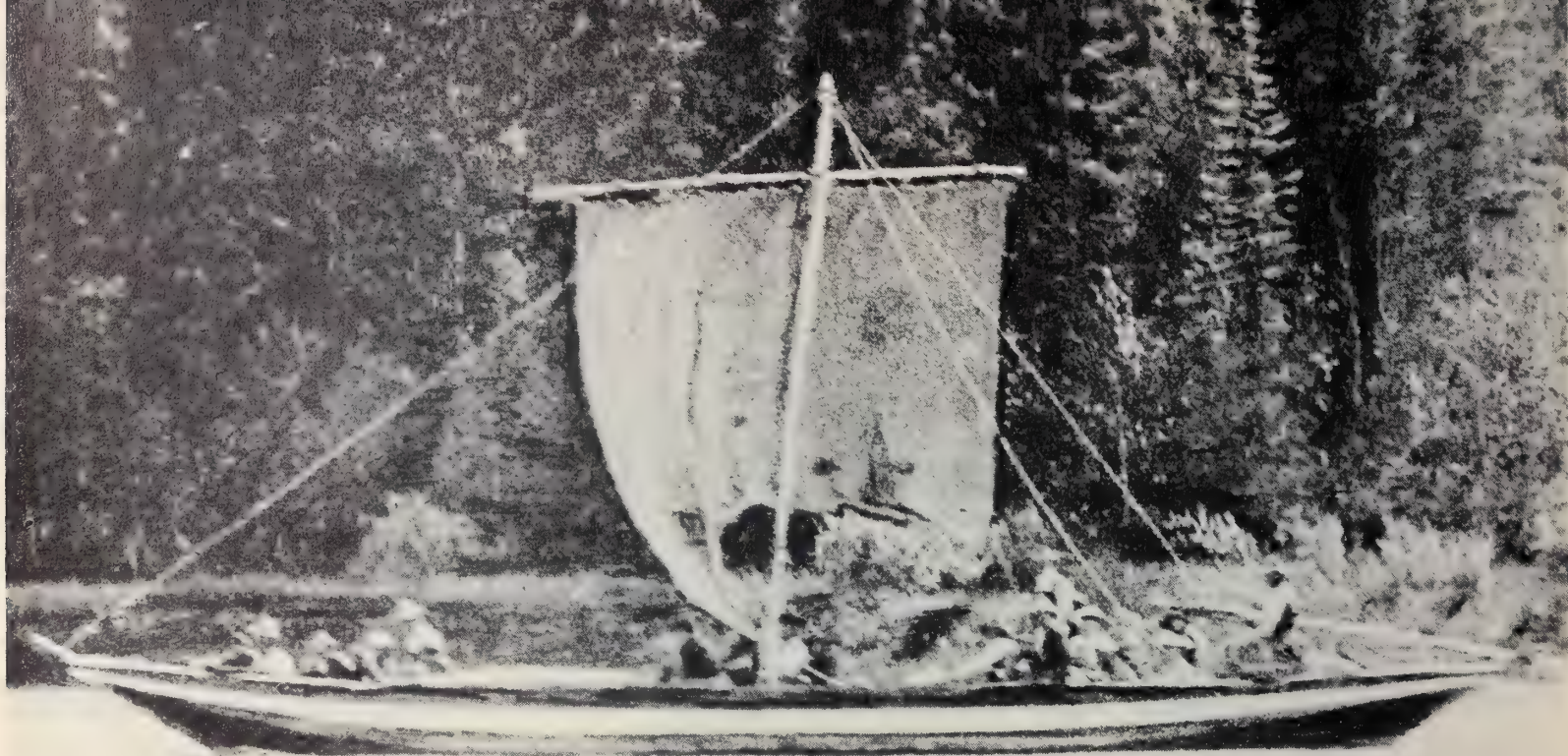
won the respect of Indians and whites alike.

His word, in the 1880's was enough to pacify the Blackfoot Indians of the south and gain their compliance for the building of the C.P.R. across their land, and his influence kept the western tribes from joining the Northwest Rebellion.

In his early service, he spent nine years at Lac Ste Anne, then moved to the Fort Edmonton area and established a mission at St. Albert for the Metis. He was instrumental in bringing thousands of French settlers to the west and encouraging them in early agricultural ventures. He built schools and churches, and even five years after his retirement in 1904, he established the Lacombe Home at Midnapore, where he remained until his death in 1916.

He was entombed in a crypt in the church at St. Albert, which has been preserved as a museum. His name lives on in the town of Lacombe, the Lacombe Home and in the Chateau Lacombe, the C.P.R. hotel in Edmonton.

The first Protestant Church built in Edmonton, outside the walls of the Fort, stands as a museum beside McDougall United Church, in tribute to its builder, Rev. George McDougall, who first came to Alberta in 1863. He first built Victoria Mission near Pakan, and later helped his son, Rev. John McDougall, establish a mission among the Stoneys and Blackfeet on the Bow River at Morleyville, west of Calgary.



The York Boat which carried freight and furs on the waterways of Alberta during the 19th Century was usually propelled by heavy "sweeps" (oars) but on lakes and open stretches of river could be sailed to ease the labor. This rare photograph shows the pointed bow and stern, adapted from the lines of the earlier canoes.

At Fort Dunvegan Father Christophe Tissier established the St. Charles Mission in 1866. Father Emile Grouard in 1884 built the church which still stands as a museum. He cut, hewed and erected the logs for the mission, and inside painted the colorful scenes which can still be seen.

In southern Alberta, the first church south of the Red Deer was Our Lady of Peace Mission, founded in 1873 by Father Constantine Scollen, O.M.I., to serve the Blackfeet.

In answer to an appeal by Anglicans at Fort Edmonton, Canon William Newton came west in September, 1875. He established his church seven miles down-river, at the side which became known as the "Old Hermitage."

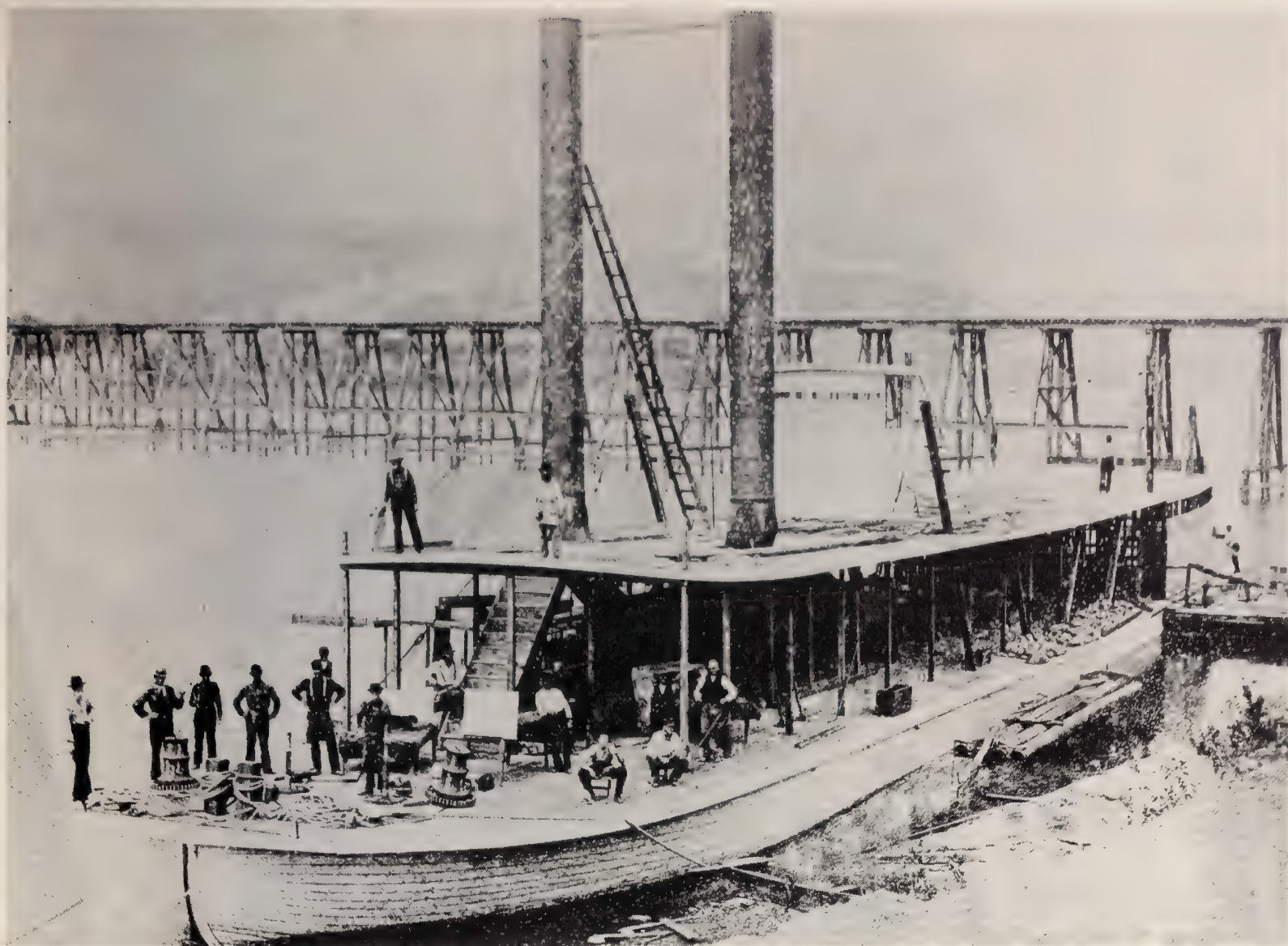
The Indians of the Alberta plains and foothills were proud and fierce, and the handful of whites in and around the trading forts of the early days often lived in fear of attack. Careful manoeuvring was required on the part of the traders when rival tribes arrived at a fort with their furs at the same time, especially when watered rum or brandy was handed out in exchange for furs. While some of the orgies resulted in inter-tribal bloodshed, the whites through the years remained relatively unscathed.

In 1867 an immigrant party of 12

men, women and children was massacred as it camped at night on a hill two miles from the present town of Cowley. Part of an immigrant train from Minnesota, they had left the main train in Montana and turned north. The raiders were Blood Indians led by Medicine Calf.

Indian Battle Park in Lethbridge marks the scene of the last great Indian battle in Alberta, in which 800 Crees and Assiniboines combined to attack their old Blackfeet enemies. The time was 1870, and the Blackfeet had been ravaged by smallpox. However, the Blackfeet and their allied Blood and Peigan warriors stood off the initial attack, charged the Cree positions and overran them. In the ensuing chase the Crees lost more than 200 men, while 40 Blackfeet were killed. The following year a peace treaty ended hostilities between the tribes, and in 1877 under Treaty No. 7, they surrendered their lands to the white man.

In the north, tension was high at the time of the Riel Rebellion. The major outbreak of violence in Alberta was at Frog Lake, southeast of St. Paul. There, on April 2, 1885, Cree warriors led by Big Bear attacked the tiny settlement. They ransacked the Hudson's Bay store, then attacked the Roman Catholic Church where service was in progress.



"The Baroness" was a queen of the South Saskatchewan River, but she was used to haul coal from the mine at Lethbridge to Medicine Hat, where this picture was taken.

They killed nine men, including two priests, and took two women captive. Action by the Alberta Field Force soon restored calm to the area, and Big Bear surrendered July 2.

The Riel Rebellion saw the formation of several militia units in Alberta, notably the Rocky Mountain Rangers, Steele's Scouts, and the St. Albert Mounted Riflemen. The first two were formed in southern Alberta and were made up mostly of cowboys from the prairie ranches. Although they never fought any battles with the rebels, the Rocky Mountain Rangers played an important part in preventing the uprising from spreading into a general conflagration which might have brought the whole native population into the fight on the side of Louis Riel. They patrolled the 200-mile frontier with the United States between Lethbridge and the Cypress Hills, and acted as a buffer between the 4,000 Indians in Southern Alberta and their 3,000 cousins just across the border in Montana. They also helped protect

the cattle herds of the large ranches from raids by rebels or rustlers.

Steele's Scouts accompanied the military convoy sent by Maj.-Gen. F. B. Strange from Calgary to Edmonton in April, 1885, to provide garrisons to protect the settlers. They went on with the expedition which moved down the North Saskatchewan River in pursuit of Chief Big Bear and his Cree rebels. After skirmishes between the Scouts and the rebels at Pipestone Creek, the whole force attacked the rebels on May 28 and drove them from their stronghold on Frenchman's Butte after a stiff fight. Steele's Scouts saw further action at Loon Lake in the running fight with the Crees, but the Indians escaped and later dispersed.

The St. Albert Mounted Riflemen also performed patrol duties which helped discourage the Alberta Indians from joining in a general Indian uprising. Tension was high as settlers huddled within the palisades of Fort



This was the homestead ranch of J. McKernan near Edmonton about 1880.

Edmonton, with surly Indians camped outside, but no attack materialized.

Travel into the west in the early days followed the waterways, and utilized the Indians' craft, the canoe. Hundreds of big canoes, light enough to carry across the many portages and spacious enough to carry sizeable loads, operated a shuttle service year after year, making the long journey east with bales of furs and travelling west with trade goods — guns and powder, tools and trinkets, cloth and whiskey.

The canoe flotillas of the North West *voyageurs* formed a colorful sight. As a brigade neared its wintering ground, where wives and families waited, a halt was made for all to shave and put on their finest colors. Then came the spectacular arrival — a procession of canoes paddled in time with some gay *voyageur's* song, a happy reunion with the women and children, the display of gaudy presents and finally the *regale* and dance.

In the years just before 1800, the Hudson's Bay Company changed from canoes to bigger, heavier craft which became known as York boats, as they brought furs to York post on Hudson Bay. They were made of sawn timber, styled after canoes and pointed at both ends. They were propelled by long oars, or "sweeps", and were able to carry sail on lakes and open water. Their main advantage was that they could carry double the freight with no more men than ordinarily manned freight canoes.

York boats provided the main transportation across the west for more than a half-century. Then, for a brief period, luxury reached the rivers in the form of steamboats, which plied the waters between Fort Garry and Fort Edmonton with passengers and cargo, until the whistle of railway locomotives across the plains brought an end to water travel. In the north service on the Athabasca-Slave-Mackenzie river system to the Arctic continues to this day, with riverboats hauling cargoes from the railway at McMurray.

The decade preceding the completion of the Canadian Pacific Railway in 1885 was the brief heyday of the stern-paddle steamboats on the North and South Saskatchewan Rivers. They carried passengers and cargo to supply the trading posts and settlements from as early as 1874 when the Northwest reached Edmonton with a load of lumber, until almost the turn of the century.

From 1886, the new railway began to give the river queens serious competition, and in 1897 the deep whistle of the vessel "Northwest" approaching Edmonton from Prince Albert, or carrying throngs of excursionists on a day's outing, was heard for the last time. The flat-bottomed steamers were hauled out of the water and advertised for sale, but there were no buyers. The Northwest was washed from the riverbank in Edmonton in the flood of August, 1899, and smashed against the piers erected for the new Low Level Bridge.

The high point of adventure for the riverboats came during the Riel Rebellion in 1885, when they carried troops and supplies up and down the rivers. The "Northcote" was turned into a gunboat, her upper deck fortified with sandbags and she crashed the blockade which the rebels had placed across the river at Batoche.

Even in the early days of canoe and York boat traffic, the establishment of forts through the west brought the need for overland travel, and rough trails eventually linked the main posts. The loudly-creaking Red River carts, and later wagon trains drawn by oxen, mules and horses, hauled goods over the main supply trail between Fort Garry and Fort Edmonton. Another well-defined freight route carried goods from Missouri River freighters at Fort Benton, Montana, through southern Alberta, as far north as Calgary, before the railway reached that point.

From the railway at Calgary, freight wagons and passenger stages threaded their way to and from Edmonton, until the northward-probing rails reached Strathcona in 1891. Freight wagons took as long as two weeks on the 200-mile trail, while the stage coaches made the trip in four or five days.

The Calgary-Edmonton trail, and the railway which came later, followed In-

dian paths which had been travelled before the coming of the white man. Another such track, much used before surveyors squared off the farms and country roads, angled from Edmonton southwest to Rocky Mountain House, passing Pigeon and Battle Lakes, where the early church missions were established.

When Rev. John McDougall and his bride took the trail to the Pigeon Lake mission after their marriage in Edmonton in 1865, they wrote that their honeymoon cart was the first wheeled vehicle ever to leave tracks on this ancient tribal route.

A wagon road ran between Edmonton and Athabasca Landing, 100 miles north, for freight and supplies to and from the water carriers of the Athabasca River. This road was heavily travelled in the Klondike gold rush days of 1897 and 1898, and both Edmonton and the Landing were hives of boat-building activity as the gold rushers took the long water route north.

Settlement was sparse for almost a century after the first trading posts were established in Alberta, but the building of railways brought a vast flood of immigrants, first to the south with the arrival of the railway in 1883, and then to central Alberta with the completion of the

Bull teams and the Macleod Stage are photographed in Lethbridge in 1890, with the original Lethbridge mine in the background. The bull teams, with as many as 16 or 20 animals drawing a train of three or four wagons, hauled freight on the old Fort Benton to Whoop-up trail.





This Fort Ethier blockhouse, still standing northeast of Wetaskiwin, was built by troops of the Alberta Field Force relief column sent to Edmonton from Calgary in the days of the Riel Rebellion, 1885. The column built and manned two other forts on their move north, Fort Normandeau at the Red Deer crossing and Fort Ostell at the Battle River crossing near Ponoka. None was engaged in battle, but the show of strength was successful in pacifying the Cree bands of the areas.

railway to Edmonton (Strathcona) in 1891.

Life was difficult for the early homesteaders. Fields had to be cleared in the woodlands with axe, grubhoe and sweat. Dwellings had to be built with materials available, usually being log shacks with sod roofs. The years were wet, the land was sodden, and a ten-mile trip to "town" over the meandering trails was frequently a day-long ordeal.

First to arrive were settlers from Eastern Canada, and the eastern and midwestern States. They were followed by a trickle, then a wave, of migrants from the British Isles and from central Europe, as railway company campaigns and letters home from the early arrivals told of the rich farmland to be found in Alberta.

Other lures than land brought some travellers west, gold being the magnet for many. As early as 1857 gold discoveries in British Columbia started treks from the east, and in 1859 and

1862 parties travelled across Canada to the Cariboo. About 250 Overlanders left Upper and Lower Canada in 1862 and travelled through Fort Garry, Fort Edmonton, Jasper and the Yellowhead Pass to the Cariboo. They were credited with pioneering an immigrant road, in the only organized overland migration from eastern to western Canada before the era of the railways.

A more vital rush came after 1896, when gold was found in the Klondike. Edmonton became known widely as the gateway to the "back door route," the "All-Canadian route," or the "Overland route" to the goldfields, and thousands of gold-seekers crowded into the little town to outfit and set off on the long trail. Of the hundreds who started in 1897 and 1898 over the Peace River land route or the Athabasca River route, only a handful ever reached their destination.

However, their effort left its mark in Alberta, for many who abandoned their northern ambitions remained to settle, and Edmonton was given a hearty push toward its status as a major centre of the northwest.

Gold was nothing new to the Edmonton of the day, for it had experienced something of a gold rush of its own. In the spring of 1897, before word of the Klondike arrived, claims had been staked up and down the banks and gravel bars of the North Saskatchewan as far as the eye could see. For several years, gold panners washed the black sand in "grizzlies" and cradles," and massive dredges churned up and down the river, scooping up tons of muddy sand from the river bottom to wash out the flecks of gold it contained.

The rich strike in the Yukon robbed Edmonton's gold search of its lustre and it faded out as an industry, but even in the depression days of the 1930's a handful of jobless men earned a living of several dollars a day at the back-breaking work of panning gold from the Saskatchewan River sands.

More successful were the thousands of settlers who worked the rich black earth of Alberta's farms, which proved to be some of the best grain land in the world.

The first attempt to till the soil in Alberta was made in 1779 when Peter Pond planted a small garden near his



The North Saskatchewan flood in August, 1899, cut transportation between Edmonton and Strathcona, when the swollen current swept the ferry into the ferryman's submerged house.

Athabasca post. By 1825, grain had been introduced to the Fort Vermilion district, and small crops of barley were successfully grown.

But the real development of agriculture in Alberta was started by the Oblate Priests at missions at Lac la Biche, Lac Ste. Anne and St. Albert. The first wheat was grown at the Lac la Biche mission in 1855, and in the years that followed, root crops and grain were raised for local use and sale to trading posts.

Father Lacombe made particularly important contributions to agriculture by introducing the plough to the Metis and Indians, and in 1863 he constructed the first grist mill in the province.

So successful were the priests that in 1873 they brought the first of many wheat prizes to Alberta. It was a sample from Fort Chipewyan entered in the Centennial Exposition at Philadelphia.

One of the greatest agricultural contributions in the Peace River district was made by Rev. J. Gough Brick, an Anglican missionary who established the

Shaftesbury mission in the early 1880's. Here he taught the Metis to grow grain and vegetables and in 1896 his sample of Red Fife wheat gained international prominence at the Columbian Exposition at Chicago.

Riches other than gold and grain caught the attention of early settlers in Alberta. While petroleum reserves have yielded their greatest wealth in the past two decades, they were observed as early as 1788 and 1799, when Peter Pond and Alexander Mackenzie noted in their reports the outcroppings of bituminous sands along the Athabasca River.

It took almost two centuries, to the present day, for these oil sands to be exploited by the quarter-billion-dollar Great Canadian Oil Sands plant, but an attempt to tap their riches started in 1893, when the Canadian Parliament voted \$7,000 for a program of drilling. The first well at Athabasca was abandoned, and a second 40 miles downstream at Pelican Rapids struck a gas flow at 870 feet which blew out of control for 20 years. A third well on the North Saskatchewan River downstream



Dog teams pulling carioles were used for winter transportation in Northern Alberta's early days. The elaborate harness for this team included bells and pompoms. In the cariole is Allie Brick of Peace River.

from Edmonton, at Pakan, was finally abandoned, to leave the oilfields of central and northern Alberta untouched for another 50 years.

The first commercial exploitation of what has developed into a multi-million dollar petroleum industry was in 1886 when John "Kootenai" Brown collected oil seepages from the Waterton Lakes area to sell as machinery grease at \$1 per gallon.

The year 1890 brought gas to Medicine Hat, the centre Rudyard Kipling described as "The city with all Hell for a basement", from its gas field under the city. Provincial development was sporadic until 1914, the year of discovery of the Turner Valley oil field and Alberta's first oil boom, a fantastic period when people lined the streets to purchase oil stocks.

Activity slowed thereafter until 1924 when interest in Turner Valley was again revived with the discovery of a tremendous flow of natural gas and highly volatile naphtha gasoline.

Light crude was discovered at Turner Valley in 1936, and brought a new wave of drilling, but Alberta's rise to a major oil producing area actually dates from the discovery of the Leduc field in 1947, and the many rich fields found throughout central and northern Alberta since that time.

The accompanying discoveries and development of vast gas-fields, and the building of great pipeline networks, for both oil and gas, have shot Alberta to the forefront as a great supply and distribution centre, as well as a major industrial area.

The first attempt to develop Alberta's natural resources was made in 1872, when Nicholas Sheran, a gold prospector,

discovered a coal seam near Fort Whoop-up, west of the present city of Lethbridge. He abandoned his search for gold, and successfully turned the coal seam into a profitable one-man industry. Most of the coal was shipped to Montana, though later a mine-owned steamboat carried coal regularly downriver to Medicine Hat.

Coalfields were discovered over broad areas of Alberta, and mining rapidly increased from 43,220 tons in 1886 to 340,275 tons by 1906. The industry's growth continued, serving domestic and railway demands, until its peak in 1949 of 8,616,983 tons.

New uses for coal are increasing its demand, particularly for the generation of electricity in steam plants, and Alberta's estimated 50 billion tons of coal reserves, half of Canada's total, are expected to bring great new developments.

The first industries started in the province naturally developed from its agriculture. In 1883 a woollen mill was established at Midnapore by S. W. Shaw, and it operated for more than 40 years. In 1888 Ebenezer Healy established Alberta's first cheese factory at Springbank, west of Calgary. The first meat packing plant was started in Calgary in 1890 by Pat Burns, and it grew into the multi-million dollar Burns and Co. Ltd.

The surge in immigration and a rapidly increasing population before the turn of the century brought a demand which saw creameries, flour mills, tanneries, sawmills and a host of small businesses in many parts of the province. Growth continued over the years until manufacturing surpassed agriculture as Alberta's leading industry, with production far exceeding a billion dollars a year.



Settlers bound for the Lloydminster area load household belongings aboard a barge at Edmonton in 1903, for the trip down the North Saskatchewan River. In the background are the ferry and Walter's mill.

PREMIERS OF ALBERTA

Alexander C. Rutherford	Sept. 2, 1905 to May 26, 1910
Arthur Lewis Sifton	May 26, 1910 to Oct. 30, 1917
Charles Stewart	Oct. 30, 1917 to Aug. 13, 1921
Herbert Greenfield	Aug. 13, 1921 to Nov. 23, 1925
John Edward Brownlee	Nov. 23, 1925 to July 10, 1934
Richard Gavin Reid	July 10, 1934 to Sept. 3, 1935
William Aberhart	Sept. 3, 1935 to May 23, 1943
Ernest Charles Manning	May 31, 1943 to present

LIEUTENANT-GOVERNORS OF ALBERTA

George Headley Vicars Bulyea	Aug. 24, 1905 to Oct. 5, 1915
Robert George Brett	Oct. 6, 1915 to Oct. 20, 1925
William Egbert	Oct. 20, 1925 to April 24, 1931
William L. Walsh	April 24, 1931 to Sept. 10, 1936
Philip C. H. Primrose	Sept. 10, 1936 to Mar. 17, 1937
John Campbell Bowen	Mar. 20, 1937 to Feb. 1, 1950
John James Bowlen	Feb. 1, 1950 to Dec. 16, 1959
John Percy Page	Dec. 21, 1959 to Jan. 5, 1966
John Walter Grant MacEwan	Jan. 6, 1966 to present

